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MARRIAGES.

On March 29th, at St. James's, England,
JAMES HENRY O'BRIEN of Shanghai, to HARRIET
ELIZA HENRY.

On April 26th, at Shanghai, ERNEST FRANCIS,
 eldest surviving son of the late C. J. Edmond,
 Esq. of Hongkong, to GEORGINA EMILY
 BURNHAM.

DEATHS.

On May 1st, at 81, Leadenhall Street,
 Sir JAMES HENRY O'BRIEN, late Missionary of
 the English Presbyterian Church, Aged, aged 45
 years.

On April 15th, at Hankow from Pneumonia, S.
 D. DICK, of the Royal Exchange Assurance
 Corporation.

HONGKONG OFFICE: 10A, DES VUEX ROAD, CH.
 LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 1st, 1907.

The presence in Shanghai this last few days of "the largest body of Protestant Missionaries ever gathered together in the Far East" is an event we ought not to overlook, yet the task of commenting upon it is one we cannot approach without some diffidence. Missionary questions have been so often discussed intemperately, that the most honest and impartial commentator cannot hope to mention them without incurring the suspicion of one party or another. It is, indeed, broadly speaking a subject upon which no one gets credit offhand for honesty of intention. No person or journal professing interest in China can ignore the missionary movement, and in once more referring to various points appropriate at the present juncture we claim the indulgence due to all sincere convictions, however unpopular they may be in some quarters. At the opening meeting we notice there were fully fifteen hundred persons present, representing 83 different societies or Agencies, and coming from more than five hundred Chinese cities. At the outset we can cheerfully admit that a proportion of

these people are sincere and well-meaning, and that a certain amount of good has been done; but there are numerous features of the business for which we are unable to feel any sympathy at all. First and foremost we would like to see this Conference honestly discuss the question of women workers, the drawbacks to whose presence we have previously pointed out. It is an honest conviction of ours that all women missionaries should be recalled, but we do not expect that the male "martyrs" will condescend to even admit the question. Many of them politically would doubtless be found objecting to the Suffragette movement were they at home, but their conscience does not seem to have persuaded any of them that it is not right to let women and children suffer the incidental life in the interior. We need not recapitulate our reasons at this time, but until the male missionaries do recognise the issue, our respect for them cannot grow. Neither need we enter upon the broad question of their justification or otherwise in bringing dogmas to an empire so devoted to ethics as China is. The missionaries have firmly established their footing, and it will need all the space at our disposal to mention such points as have occurred through reading the reports of their doings at the Northern port. The Shanghai papers are full of missionary contributions, and it is passages in these that have attracted our attention. Their calm disregard of the literal meanings of many phrases employed is amazing. One visitor who wrote casually of the "complacent bigotry" of the Chinese is perhaps the most monumental instance of this. One of them humorously suggests that Shanghai deserves to be called at present, instead of the "Sink of Iniquity," the "Fount of Religion." We suggest as an amendment the "Temporary Reservoir of Condensed and Complacent Bigotry," for the fifteen hundred are bigotted if that word retains its meaning, and their complacency is ostentatious. The conference sat under an embroidered motto containing the words *Ubi in Christo*, and one of the contributors referred to says:

"It has long been the habit of certain writers to represent the Protestant missionaries as divided into varying sects. They are described as settling down, three or four varieties of them, in the one city where each spends his time in telling the uneducated heathen not to believe what the others teach. To see them all met now in unity, peace and concord, anxious for nothing but to advance the common cause, should nail that lie to the counter at last."

In the very next column, cheek by jowl, the "lie" is un-mailed again by a communication with reference to efforts to restore Christian Unity, to avoid "needless collisions or unwise duplication of labour," which quotes the Lambeth Conference's citation of "bitter dissensions." If it were a lie, then that Anglican Conference fathered it; and unless the Shanghai newspapers are wickedly misreporting the doings of these representatives of 83 sects, it is the embroidered motto which is false. We read that "there was a good deal of feeling" on the exclusion of certain delegates; and when the

Rev. G. H. Bondfield mentioned that it was desired to include illustrations in the volume of proceedings, and it was hoped, if possible, to have a photograph of the Conference, that there was no other structure in Shanghai that would accommodate all the visitors and delegates but the Grand Stand; and that the Stewards of the Race Club had kindly placed this at their disposal.

Mr. WATSON from Changsha said that he for one would not go near the Race Course, and others moved that there be no such contact with such an evil place as that devoted to horse-racing. Countless other inconsistencies that look like insincerities could be raked up. The phrase "faithful unto death" is a favourite, yet everybody knows that these men have the commonsense to scuttle when warned of danger. There was too much talk of "notables" and "prominents," considering that it is a body of men whose profession it is to glory in lowly service; the Rev. LORD WILLIAM CECIL might consider the propriety of dropping at least one of his titles, for instance, if he has come to pour precious ointment over the feet of the humble colic. However, if we were to note all such minor shortcomings, the lack of meekness, the failures to turn the other cheek, and so on, there would be no end to the indictment. One paper writing a sort of apology for the Conference referred to the service the missionaries have rendered in adding to our knowledge of China. This is an argument becoming popular of late, and it is perhaps time to point out that it is a weak if plausible one. Other men could have done it just as well, if they had had the leisure that some missionaries seem to have had; and it is to be noted that the missionaries whose contributions to sinology have been worth anything have been few enough to count on the fingers. The vast

majority who attend this Conference have probably not yet learned enough to exercise the necessary tact in dealing with the Chinese. As to the value of the Conference, a writer points out that missionary work is being neglected, and much money spent to little purpose. If mission funds are used, "it means the withdrawal of that amount from what might be more profitably used in direct work." Many of the men will stay in Shanghai "till after the hot season," perspiration being a branch of martyrdom not heroic enough for them. One of them wonders what ROBERT MORRISON thinks of it all. "Whether he knows of, and is glad at, the Conference is a question for theologians." If that be so, there is not so much to mock at in the Chinese practice of trying to please their ancestors by votive offerings. The Chinese papers have been commenting on the exclusion of native delegates from the Conference, and we cannot see that there is any valid excuse for thus excluding Chinese colleagues and co-workers. The missionaries ought to be more than willing to welcome every native Christian anxious to take part, for from them the most practical advice is likely to be forthcoming. It is quite fair, this being a gathering of public interest, to demand that the members of it should strive after correctness in all details; but there seems to be a shyness to deal with them faithfully on the part of many journals. It is conventional and respectable to publicly applaud "good works," even if privately there be more disposition to criticise.

The 13th plague fatality was recorded yesterday.

One of yesterday's mail papers says, "Sir William Des Vaux has been ill for the last ten days and is still suffering from a severe attack of malaria fever, which precludes him from considering or answering letters."

James Gordon, a stoker on H.M.S. *Endeavour*, got shore leave on the night of the 25th, but failed to go aboard on the following day. He was found drowned off the Army Service Corps Wharf on Monday.

Before Mr. F. A. Hazeland at the Police Court yesterday a Chinese named Wong Yan was charged with bigamy, and with making a wilful false statement concerning his marriage. The case was adjourned for a week and defendant admitted to bail in the sum of \$50.

The return of visitors to the City Hall Library and Museum for the week ending the 28th April, 1907, shows that of non-Chinese there were 372 to the Library and 192 to the Museum; and of Chinese 134 to the former and 254 to the latter. The Library was, therefore, visited by 546 persons and the Museum by 3,046.

A great deal of amusement was caused at the missionary conference at Shanghai by the collapse of Dr. Hyles' chair. Dr. Hyles remarked that this was the result of following the advice of a friend in his younger days and partaking of a more liberal diet than that to which he had hitherto been accustomed. (Loud laughter.)

A Chinaman, who was arrested for being in unlawful possession of a quantity of brass, told Mr. E. D. C. Wolfe at the Police Court yesterday that he brought it from Canton by the s.s. *Kwang Sung* on Friday night. It was proved that the river steamer did not arrive here on the night in question, so the offender was fined \$50, the alternative being three weeks' imprisonment. The defendant went to jail.

The competition for the Blake Shield will take place at King's Park Range, on Saturday, the 4th, May. The order of fire is as follows:—Right Half No. 2 Company v. Engineer Company. Right Half No. 1 Company v. Troop, Left Half No. 2 Company v. Left Half No. 1 Company. At least four men of the two first named teams must be ready to commence firing at 1 p.m. sharp, the remainder must be present on the Range by 1.15 p.m.

Young Shek went into a coffee house at Kowloon City where his chits had been amusing for some time. Once or twice he had failed to meet his liabilities when asked, so on this occasion the master refused to serve him. Young refuted by "putting" the creekery. He threw a large basin at the master which struck him on the head. The police were called and the quarrelsome native was lodged in the lockup. When he appeared before Mr. Hazeland at the Police Court yesterday he was fined \$7 and bound over in the sum of \$100 to keep the peace for six months.

The fifteen students mentioned in yesterday's leader as passing through on the French Mail to Europe were mostly selected from the military school at Yachuan (in the vicinity of Peking) by General Tieh Liang who, in view of the coming reorganization of the Imperial navy of China, has requested the Waiwupu to consult Sir John Jordan with reference to the dispatch of a similar number of young officers and students to study up-to-date naval subjects in England. It is reported that the British Government has granted the request of the Chinese Government and Sir John will shortly draw up some special rules with the Waiwupu for the observance of such cadets.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KING IN FRANCE.

LONDON, April 30th.

King Edward is staying at Paris. He returns to London on Saturday.

ROYAL VISITORS.

LONDON, April 30th.

The King and Queen of Denmark are to visit England in June.

ANGLOPHOBIA.

LONDON, April 30th.

The German Government and business men in the Empire strongly repudiate the anglophobia of the German press.

DISCHARGES AT WOOLWICH.

LONDON, April 30th.

Sixty employees are to be discharged weekly from Woolwich arsenal during summer.

DEATH OF MR. BREWER.

SINGAPORE, April 30th.

Mr. Brewer died at sea on the 27th inst. on the steamer *Japan* from Hongkong.

[The news will be received with deep regret in Hongkong, where Mr. W. W. Brewer, one of the old "China hands," was well known and esteemed. He came out to the East about 1875, when he held a position in Killy and Walsh at Shanghai. Some time later he was entrusted with the management of that firm's branch in Hongkong, and not long afterwards he set up in business for himself and soon made the establishment a paying concern.]

Deceased had been married twice and is survived by his widow, two sons who are in the business here, a little boy who was accompanying him and a married daughter. His death is particularly sad as he had only come out from home in October last to form a company to take over the business and on settling affairs was proceeding home to enjoy a well earned retirement. He was about 55 years of age.]

"EMPRESS OF JAPAN" DETAINED.

TOKYO, April 30th.

Two cases of smallpox have broken out aboard the s.s. *Empress of Japan* among the firemen. Her departure has been postponed.

PRINCE FUSHIMI IN PARIS.

LONDON, April 28th.

Mr. Pichon gave a luncheon in honour of Prince Fushimi, at which all the Cabinet Ministers and the Ambassadors were present.

BRITISH COLUMBIA AND ASIATICUS.

LONDON, April 28th.

The Governor of British Columbia has reserved the Royal assent to a Bill excluding Hindus and Japanese.

THE KOWLOON-CANTON RAILWAY LOAN.

LONDON, April 28th.

The loan for the British portion of the Canton-Kowloon railway is a great success; the lists closed yesterday.

GERMANY.

LONDON, April 28th.

The estimates presented to the Reichstag include 15,000,000 marks as the first instalment for enlarging the Kiel Canal, for adapting it to the use of modern battleships.

UNREST IN INDIA.

LONDON, April 28th.

Reuter's correspondent at Lahore wires that, in consequence of the unrest, permission has been given to the volunteers to withdraw their rifles from the armouries, with 20 rounds of ball ammunition. Five Judges, and many Officials and Engineers and Bankers have joined the volunteer force as privates.

Mr. C. E. de Trafford and Lady Agnes de Trafford arrived at Shanghai on April 22. Mr. de Trafford, who is Captain of the Leicestershire Cricket Club, is on his way back to England from the successful tour of the M.C.C. team in New Zealand.

The Shanghai City authorities, acting on information procured from a prisoner arrested by the Shanghai Municipal police and handed over to the City Magistrate, have arrested a native who is said to be the ringleader of the gang who murdered Constable Morrow. The City police now hope to be able to apprehend many other members of the gang.

SUPREME COURT.

Tuesday, April 30th.

IN CRIMINAL JURISDICTION.

BEFORE MR. A. G. WISE (PIONEER JUDGE).

THE TOBACCO CASE.

The re-trial of Charles Humphrey Kane for the larceny of Egyptian Delight Tobacco, the property of the British American Company, was resumed yesterday.

David Ellis and Harry Goldenberg gave evidence for the defence.

Defendant, on going into the box said he was born in San Francisco where his father was a merchant. Having studied there his father sent him to Japan to undergo a military course. His father gave him \$1600 gold. That was in March, 1905. Shortly afterwards his father died and he gave up his prospective military training and travelled. In January 1906 he came to Hongkong and went to a friend of his mother's, who advised him not to carry about the \$1000 which he then had in his possession. He handed the money over to her and subsequently drew several sums from her as he required them. On the death of her husband she returned the balance of \$700 which he deposited in the Russo-Chinese Bank.

Mr. Callthrop then addressed the jury on behalf of the defendant. He described the manner in which Mr. Harrison gave his evidence as unsatisfactory.

The Attorney General having addressed the jury,

The Pioneers Judge summed up. He pointed out that there was no doubt that the tobacco in question formed part of the shipment per the *Yubia* and there could be no doubt that defendant did not see the tobacco burned as was his duty. There could be no doubt that the tobacco found its way unlawfully into the hands of the shopkeepers in Queen's Road. The jury ought not to convict on uncorroborated evidence of the accomplice. As to the accomplice, it would appear that his conscience had been at work and he had changed his attitude, but his Honour thought there was something more material to explain his conduct. On his own showing, defendant had been living beyond his means, and it was for the jury to decide whether that was corroboration or not.

After a short absence the jury returned a verdict of not guilty, and the defendant was discharged.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS PERCIVAL).

ALLEGED BREACH OF CHARTER.

The action in which Messrs. Carlowitz & Co., merchants of 2, Connaught Road Central, Hongkong, sued the Lombard Steamship Company, Ltd., of 23A, Great St. Helens in the City of London, for the recovery of \$1,000, being damages sustained by plaintiffs by reason of the breach of charter party of the British steamship *Submarine* entered into at Hongkong on 7th February, 1902 was resumed. The Hon. Mr. F. E. Pollock, K.C., instructed by Mr. R. F. C. Master of Messrs. Johnson Stokes and Master, appeared for the plaintiffs and Sir Henry Berkeley, K.C., instructed by Mr. Looker, of Messrs. Deacon Locker and Deacon, for the defendants.

Mr. Pollock having presented the case for the plaintiffs Sir Henry Berkeley opened the case for the defence. On behalf of the defendants it was submitted that the terms of the charter party, dated 7th February, 1902, were not sufficiently set out in the statement of claim, and one of the provisions of the charter party was that the penalty for non-performance thereof should be the estimated amount of damages payable by the party delinquent to the party observant. In and for a considerable period before the month of July, 1902, a state of war existed in the Philippine Islands, and voyages to ports therein were not lawful voyages within the meaning of the charter party. The plaintiffs were therefore unable, without the consent of the defendants, to re-charter the ship to the United States Government in the Philippine Islands for such voyages although the said employment was highly profitable. On or about the 22nd April, 1902, the defendants, at the request of the East Asiatic Trading Company, who, as the defendants understood, were acting as agents in the matter, consented to the plaintiffs re-chartering the vessel for such voyages, in consideration of the payment, by way of increased hire, of \$1,000 per month, for six months from the 15th May, 1902. The defendants did not at that time know of the alleged charter of the vessel by the plaintiffs to the said company, or by the said company to the said Government, and the defendants have never been parties to such charters, nor aware of the terms thereof. Such charters, if they were made, are irrelevant to this action, and do not affect either the rights or liabilities of the plaintiffs and defendants under the charter party. Save as aforesaid the charter remained in full force and effect until the plaintiffs improperly refused to fulfil the terms thereof. The defendants admit that the vessel was injured in the accident mentioned, but deny that such accident was caused by any negligence on the part of the captain or any servant of the defendants. The accident was caused solely by one of the accidents of navigation, which was one of the exempted perils in the charter party. The defendants do not know when notice of the accident reached plaintiffs. The hire for the month of July, 1902, was paid to the defendants. The defendants have not been guilty of negligence at all. As soon as the repairs were completed and the amount payable in respect of same could be properly ascertained, the defendants paid the same at once, and on 20th

September, 1902, the vessel was replaced at plaintiffs' disposal, in the condition required by the charter party, but the plaintiffs improperly refused to accept the ship or to fulfil the terms of the charter-party, and thereby caused the defendants damage. Defendants deny that they have made default in any of the terms of the charter-party, and have always been ready to carry them out, and so far as the ship was not at plaintiffs' disposal during a period of the charter, that was due to an excepted peril. In any event the defendants deny that the circumstances entitled the plaintiffs to cancel the charter-party, and therefore counter-claim from the plaintiffs the sum of \$24,292.75, being the hire for the unexpired portion of the charter. The hearing was adjourned.

CHINA ASSOCIATION.

(FROM OUR LONDON CORRESPONDENT.)

THE ANNUAL MEETING.

The annual meeting of this Association was held by the courtesy of the P. & O. S. N. Co. at their office, Leadenhall Street, London, on Tuesday, 26th March. Mr. J. H. Scott occupied the chair and there was a fair attendance of members. The meeting was presided by a special one for the consideration of certain alterations in the Rules as proposed in a circular previously sent to members.

The CHAIRMAN said that owing to illness, Mr. Gundry had not been present at the meetings of the Committee for re-framing the rules, but he had pointed out that the omission of the word "General" from several of the rules would deprive the aid of the Committee of a certain amount of weight and significance necessary to clearly distinguish them from those of the local committees. The Committee felt the cogency of the argument and was willing to accept Mr. Gundry's suggestion, but as the proposed alterations had been circulated he thought the variation should come in the form of an amendment. The revised rules as circulated were passed unanimously with Mr. Gundry's amendment. The new rules provide for the appointment of a paid secretary. This terminated the special meeting.

In opening the annual meeting the Chairman congratulated Sir Jordan on having brought the negotiations for the Kowloon Canton Railway to a head. The line was important to Hongkong and the colony had been gratified by the energy shown by the Governor, Sir Matthew Nathan, in promoting it. The attempted encroachment on the status of the Maritime Customs had apparently been checked, and he saw no reason to apprehend danger to the security of the foreign loans; but there would be risk of interference with the administrators of the Customs so long as the Edict of May 9th appointing new Chinese controllers over the Inspector-General remained in force. He regretted that the association had been unable to persuade His Majesty's Government to exact punitive damages for the piracy last autumn of the steamer *Stadium*, accompanied as it was by the murder of Dr. MacDonald. The damages were sought, not for the benefit of the steamer owners, who had announced willingness that they should be given to some charitable institution in Hongkong, but with a view to bring home to the Chinese authorities their responsibility for outrages which it was their duty to prevent. A gratifying response had been made to the appeal made by the China Association for funds for the relief of the terrible famine prevailing on the north of the Yang-tze, over £7,000 having been already subscribed. He paid special tribute to Mr. Murray Stewart's method of keeping the Association fully posted on every matter of importance connected with the Far East and referred to the great loss which the Shanghai Branch would suffer owing to the retirement of Sir Charles Dudgeon, stating that Sir Charles would be heartily welcomed on the London Committee. After expressing the hope that criticism would be freely offered by the members, who might reassured that it would not be taken as complaints, he alluded to the deficit in regard to income, but did not think that it need cause any anxiety.

Sir THOMAS JACKSON expressed pleasure that the Association was to retain Mr. Welch as Treasurer and said that during his term as President he had been deeply indebted to Mr. Welch for the thorough manner in which he had filled the duties of Secretary.

Mr. R. S. Gundry, C.B., was then re-elected President of the Association for the ensuing year. Mr. J. H. Scott, Chairman of Committee, Mr. George Jamieson, C.M.G., Vice Chairman, and Mr. Joseph Welch, Honorary Treasurer. The old Committee was re-elected with the addition of Mr. John C. Bois.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 30th at 11.30 a.m.—The barometer has risen moderately over Central China, and E. Japan, and fallen rapidly over S.W. Japan. The depression moving Eastwards, passed over the E. coast of China 1st night. This morning it is approaching the neighbourhood of Nagasaki.

Pressure is still giving way over the S. coast of China, and another area of low pressure appear to be lying over S.W. China. Strong S.E. to S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.63 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood... (*) S.E. winds, strong.
Formosa Channel... .. strong.
South coast of China between Hongkong and Lamocka... Same as No. 1.
South coast of China between Hongkong and Hainan... Same as No. 1.
(*) S.W. winds, strong to a moderate gale, squally, probably thunderstorms.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on April 30th at the Board Room, The Hongkong and Shanghai Bank, when the following members were present: Mr. J. M. Atkinson (President), Mr. W. Chatham (Vice-President), Mr. F. Clark (Medical Officer of Health), Mr. A. W. Brewin (Registrar-General), Mr. H. F. Bailey (Captain-Superintendent of Police), Mr. H. Humphreys, Mr. Lau Cha Pak, Mr. Fung Wa-chun, and Mr. G. A. Woodcock (Secretary).

THE CHINESE AND CREMATION.—The Colonial Secretary wrote as follows relative to the number of dead bodies found cast away in the Colony:—I am directed to submit to you the enclosed return showing the number of dead bodies found cast away in the Colony by the police during the first three months of the current year. During that period there has practically been a total absence of plague or other infectious diseases, and it cannot therefore be alleged that these bodies have been cast out to escape disinfection of premises. During the last few years the Government has made every effort to put a stop to the wholesale dumping of dead bodies by the Chinese population. The latest measures in this behalf have been to allow the Tung Wa Hospital to open branch offices where the following facilities are given for dealing with sick and dead: Licentiates of the Chinese College of Medicine are on duty at each office to give free medical service, and to issue burial certificates in cases of death when asked for. Clerks are also on duty to explain Sanitary regulations, to attend at the removal of patients suffering from infectious disease, and to prevent the disinfection of infected premises. Ambulances and dead boxes are provided and sick persons and corpses are removed by the police of the office—the coolies living in the Sanitary Department—quarantine and being under the supervision of the inspector in charge. Infants are received at each office, a reward of \$1 being given to the person bringing the infant. The living are sent to the convent, the dead to the mortuary. Arrangements are made for removing cases of plague from the Colony. Finally, the Tung Wa Hospital has been permitted to open district clinics of plague, the reception and treatment appear to fall in checking the disgraceful abandonment of dead bodies in the street and elsewhere. I am to inquire whether the Sanitary Board has any suggestions to offer for the mitigation of the evil.

THE MEDICAL OFFICER OF HEALTH.—That is to cremate all bodies found in the streets. I do not believe that anything else would stop the dumping of dead bodies. I would allow 2s. being paid after the body is found, for it to be claimed by relatives, and if not claimed after that interval of time then the body should be cremated.

MR. LAU CHU-PAK'S minute on this subject has already been published.

MR. HOOPER minute—The Hon. Colonial Secretary says that licentiates of the Chinese College of Medicine issue burial certificates where asked for, whereas Mr. Lau Chu-pak says that licentiates have no power to pass the dead for burial unless the deceased had been attended by one of them before death. Which is correct?

MR. FUNG WA-CHUN—At present licentiates of the Chinese College of Medicine are only authorised to issue burial certificates for patients they have attended, but I think they ought to be empowered to issue certificates for all cases, as their opinion is certainly better than that of the inspectors. With regard to the Tung Wa branch offices, there are now only six, which are quite inadequate to meet the requirements, and in my opinion these will have to be at least doubled. The present branch offices are supported by private subscriptions from the Chinese, and I think the Government should retain a sum which would defray half the expenses for maintaining the present branch offices and the extra men required. It has been arranged by the Hon. Registrar-General with the committee of the branch offices, to engage a lecturer to explain publicly in the streets the Sanitary regulations and to impress on the poorer class the folly of dumping their dead. As regards cremation, I suggested by the Medical Officer of Health, I strongly disapprove of this, as it is against the Chinese religion and would naturally offend all classes of the Chinese community. In any case it could only be treating the dead with disrespect as the guilty party who dumped the body could never be traced, and would not suffer in the least.

THE PRESIDENT—It appears from the police report that last year there were no less than 1,447 bodies dumped in the streets or precincts of the Colony. This year the number in the first three months was 244, and of these only 153 were cases of infectious disease, leaving 244 minus 153, or 99, which were not cases of infectious disease.

MR. LAU CHU-PAK and **MR. FUNG WA-CHUN** in 1904 had not proved effective in stopping this dumping. I move that the Board recommend the Government to adopt cremation as the method of disposing of these bodies, and my object in doing so is that this action should be taken as a deterrent. If it were taken for that purpose I think it would be sure to fail. My reason in making this recommendation is that I think it is the most sanitary and the most reverent method of disposing of these bodies. I think you will agree that it is the most sanitary and I think I can prove it is also a reverent practice by mentioning that cremation has been adopted in India, since the introduction of the British, and that the introduction of cremation has been at the expense of the Chinese. This can be seen at Canton on the Bonnam side. The elaborations of Taoism do not preclude cremation provided that the bones are collected and buried with due formality. In view of the fact that there may not be sufficient land in the future for the burial of Chinese this method of treating the dead bodies found in the streets ought to be introduced. It is not adopted as popular as it is in other countries. In order that this result should be achieved it would be necessary to issue a proclamation to the Chinese pointing out that this is not done with object of hurting the feelings of the Chinese and that after the bodies have been buried the ashes will be placed in urns and the relatives will be able to take them to whatever part of China they wish in order to bury them so that it would not interfere with the national ancestor worship. With regard to dumped bodies the urns will have to be interred in a place selected by the Government.

MR. LAU CHU-PAK—I am sorry I must oppose this motion. The dumping of bodies is a problem which cannot be solved by sitting down and writing things every morning. The Government does not want to know how to dispose of the dead bodies but how to stop dumping. If the Government is troubled with the disposal of the dead bodies the Tung Wa Hospital is always ready to undertake to bury them and there are

Chinese gentlemen perfectly willing to contribute to a fund for the burial of these bodies. The suggestion of cremation is in my opinion needless and harmful inasmuch as it will not stop dumping but will intensify the alarm of the poor labouring class of Chinese in the Colony. The problem can be solved in this way. We should investigate the conditions under which this class lives. The better class feel much concern about dumping as they dump and I am convinced the people who dump bodies are those of the labouring class. The Registrar-General is doing his utmost, with the help of a Chinese committee which has since been largely increased to pacify the minds of the Chinese and to encourage them by giving them facilities for treating their sick and burying their dead. I am certain that if greater facilities were given the Chinese to treat their own people at home and to bury their dead, dumping will be gradually stopped. As regards cremation, the section of people in China who have embraced Buddhism is very small, and only a few of these are cremated. Even the Buddhist priests are not always cremated. It is against the Chinese religion to have bodies cremated. I am sure Chinese do not want to dump bodies as they have facilities for treating their sick at home and burying their dead. I think the proper way is to ask the Government to leave the matter in the hands of the Registrar-General, to open more hospitals and dispensaries among the labouring classes, and the labourers of the Registrar-General and the other gentlemen who are willing to work with him will, I am sure, result in the enlightenment of the people and dumping will gradually be stopped.

MR. HOOPER—If cremation is not proposed to prevent dumping and not intended as a deterrent then it is useless to discuss it on this occasion. What we are asked to do now is to consider the question of remedies for the evil. I am sorry to see that you remain apparently in doubt as to the origin of this practice. You mention that only about one third of the bodies which have been dumped this year have been from infectious disease. You say that the Chinese are not capable of diagnosing plague, even though they may be able to diagnose smallpox, and I am satisfied that this practice is simply due to the sanitary laws and the way in which they are administered. That has been the moving and unanimous opinion with any Chinese with whom I have spoken and my knowledge of the feeling of the Chinese towards the Sanitary Board, and my knowledge of Chinese families with whom I am acquainted satisfies me that the opinion is correct. These figures (quotes) ought to satisfy any unbiased person that the practice is due to what I suggest. Nothing can account for the large increase in dumping except the plague and the oppressive measures enforced to suppress it. If we are satisfied this is the origin of the practice it seems to me quite natural that the Government should refer the question to us, because as a Sanitary Board we are to a certain extent responsible for the laws being enforced to the detriment of the Chinese community. I am sure we do not detect more than 50 per cent. of the cases of infectious disease which occur in the Colony. Smallpox cases are smuggled out of the Colony, therefore we must have a law obnoxious and ineffective. It should be our intention to render the law more effective and in consonance with local conditions. Cremation would be equally ineffective. The way the practice can be stopped is to obtain the co-operation of the leading members of the community, and that cooperation can only be obtained on certain conditions. The Chinese have lost all confidence in us, they do not know what to expect in the way of sanitary measures. We must try to restore that confidence by showing that our social and religious feelings are the same as theirs. In England if we had the same trouble there if you are willing to do that you will obtain the hearty co-operation of the leaders of the Chinese. Until you are you must expect them to remain indifferent and hostile. Mr. Fung Wa-chun was in my office the other day, and I read him the principles which I am recommending to the Government of India and which I ask the Board here to adopt. If we do I am satisfied that in time without a generation of the Chinese and render the law more effective than it is at present without any friction. You cannot expect to gain that confidence at once or in one year to wipe out memories of what they have suffered during the last twelve years. If once we adopt these principles we will take the first step to put a stop to a dreadful scandal which is a blot on the face of Hong Kong and as the Chinese admit, a disgrace to the Chinese community.

THE PRESIDENT—With reference to the remarks of the Registrar-General, more especially dealing with the extract concerning plague measures in India. I think our experience here certainly justifies the steps we have taken. In India they have practically stopped all plague measures with the result that plague has been given in to the natives and practically stopped all measures of prevention. Our experience in Hong Kong is that plague has been distinctly diminished within the last twelve years. After quoting figures in support of this statement I proceed—Therefore that shows we are maintaining some hold on the disease as a result of the measures adopted in Hong Kong. I fail to see that we have not asked the Chinese to co-operate with us. The Government have taken every measure possible to be taken and if they won't help us we must take firm steps. In the three months of this year there have been many more cases than in the first three months of 1906 and it is with the object of dealing with this evil that I have proposed the motion now before you. The Registrar-General admits that this practice did exist before plague was prevalent here at all, so it cannot be entirely due to plague.

MR. FUNG WA-CHUN—I am sorry I cannot agree with the motion. If you can satisfy me that cremation is of any good, if you can prove to the people that cremation will stop dumping, then I might change my mind. This is a thing very much against the Chinese. What has the Government done for them? The President says they have given every concession to the Chinese. I admit certain concessions have been given but the Government has not done any work. The Chinese have been burning the work. I would suggest that more branch hospitals be opened to give succour to the Chinese. If you can start cremation and carry it on effectively all right, but I don't think you can. The amendment was carried.

THE GONGH STREET AFFAIR.—Regarding the accusations levelled against sanitary officials and an interpreter at the Magistracy concerning a case which was heard there concerning a latrine in Gongh Street, the Colonial Secretary wrote—

With reference to the letter of the Secretary to the Sanitary Board No. 70 of the 4th inst., I am directed to transmit to you for the information of the Board the enclosed copy of a report by the Police Magistrate who heard the summons against Chan Pui—owner of

the Gongh Street latrine—together with the original documents in the case.

Mr. Melbourne's report read:—Mr. Nolan, the interpreter attached to the Court, later, protested the charges to the defendant, who pleaded guilty to both. Defendant stated that it was not his fault, but that it was the fault of his folk. I informed him that he was responsible for the faults of his servants and fined him \$30.

MR. HOOPER minute—Why was the notice to the owner not delivered at his residence as required by Section 37? As the Secretary admits a clerical error in the inspectors report, and in the Board's letter of 2nd February I think that portion of the fine on the first charge should be remitted. It would be well for the Medical Officer of Health to inspect these latrines to ascertain if they are really in a dirty condition.

THE CAPTAIN SUPERINTENDENT OF POLICE—The clerical error appears to me unimportant, and I don't think it is a case for remission. The President—The clerical error was to replace it instead of repair it?

THE PRESIDENT—No other action is necessary. There is the other point.

THE SECRETARY—The reason why the summons was left at the latrine instead of at the owner's residence was because the owner was seldom found at his house and the Inspector thought that if he handed it to the keeper of the latrine the latter would give it to the son who went to the latrine every day.

SANITARY SURVEYOR'S REPORT.—The Sanitary Surveyor's report for the quarter showed that plans had been deposited and passed for the drainage of eight houses, and that plans for 110 houses were carried forward from 1906. The drainage of 17 houses had been completed, leaving 101 to carry forward. Notices for repairs or alterations to the drains of 72 houses had been received, and 74 were carried forward from 1906, making a total of 146 in hand. Of these 17 had been completed leaving 129 to carry forward. The drains of 25 houses had been inspected and reported on. Of these six required reconstructing, fourteen amending, and five were found to be in good order. In addition 1,918 houses had been inspected by the drainage inspectors with the result that 315 drainage nuisances had been discovered.

The report was laid on the table.

THE CLEANING OF WASTE PIPES.—The Anglo-Chinese Education Trust wrote stating that they had completed with the requirements of the notice for the cleaning of waste pipes. They also suggested that the Board should in future instruct the visiting Inspector to direct the attention of the occupiers to the existence of the nuisance.

THE PRESIDENT—It is evident that, as this is not a structural defect, the notice should be served on the occupier.

MR. HOOPER—I agree with the President's minute.

MR. HOOPER—The notice should be served in accordance with the Ordinance. I believe this means the occupier.

MR. LAU CHU-PAK—Such notices should be served on the tenants. I am not aware that owners like to clean these pipes themselves.

MR. FUNG WA-CHUN—I agree with the President.

THE REGISTRAR-GENERAL—Who is legally responsible for clearing the choked pipes?

The letter was laid on the table.

A HARBOR ANCHORAGE SECTION.—Further correspondence was laid before the Board relative to a modification of the requirements of section 175 of the Public Health and Buildings Ordinance, 1903, in respect of Nos. 191 to 223 Station Street North, Mongkokkai (22 houses on Kowloon Island Lot No. 1,103).

THE PRESIDENT moved that the matter be referred to the Governor-in-Council with a recommendation that no steps be taken.

MR. HOOPER—I beg to move as an amendment that the Board allow this application to stand over pending Government action in regard to the report of the Commissioners.

MR. LAU CHU-PAK seconded the motion.

MR. HUMPHREYS—If I may be allowed to speak again, the medical experts seem to some extent to differ; that is, the Medical Officer of Health opposes total exemption from the provisions of the Ordinance, and the Assistant Medical Officer of Health seems to be somewhat in favour of it. I think the Board might exercise its discretion and use its own judgment entirely free from either in a case where they disagree. Once more I would impress upon members the harshness and injustice of section 175 when enforced without regard to anything but the strict letter of the law. When this section as it now stands, was first introduced the unofficial members of the Legislative Council were hoodwinked into believing that the change in the law was being made to the benefit of the Chinese.

They did not find out till afterwards that the words "by the owner" had been surreptitiously inserted. The effect of this alteration was not long making itself felt and property depreciated, and it is still depreciating in consequence. Even Government Officials of high standing admit that the enforcement of this section is tantamount to confiscation. If the owners are poor and have borrowed money on mortgage, the Board are before us there is no question of speaking to the Board of misanthropic and gross injustice can be done nevertheless. Here we have a block of shallow houses surrounded on all sides by streets which appear to be so sanitary that for four years the vigilance of an army of inspectors failed to detect anything wrong. The typhoon, however, blew down one of the houses and the secret was out. Perhaps if the typhoon had blown down a portion of the Hongkong Bank it would have been notwithstanding its being open from Des Voeux Road to the Kowloon Peninsula. The owners are not poor people in this case, and whether the Medical Officers differ or not we should use our own discretion and allow it to stand over.

THE REGISTRAR-GENERAL said he minute that the matter should stand over, his reason for doing so being that it was stated by the owners that the houses were only completed as late as August 12th, 1902. About six months later they became illegal and the law required that back yards should be laid down. He certainly thought it was an exceptional case and agreed with Mr. Humphreys that the Board should ask the Governor-in-Council to allow the matter to stand over.

MR. HUMPHREYS—I forgot to mention in regard to these houses that they were only completed in November, 1902, then in accordance with the law, and they were more or less built under Government directions. In February, 1903, they became illegal and the whole of the backs had to be taken out from the roof to the basement.

THE PRESIDENT's motion on being put to the meeting was lost, and the amendment was carried.

MR. DENISON, **MR. RAM** and **GIBBS** wrote on behalf of Mr. Leung Sze, of 56, West Street, asking that she be exempted from opening out one half of her back yard as required by section 175 of the Public Health and Buildings Ordinance. The house was practically rebuilt in 1901 and was surrounded by open air on three sides.

MR. LAU CHU-PAK minute—No action should be taken as long as the right-of-way is not built over.

THE REGISTRAR-GENERAL—This is a corner house. The application should be forwarded for consideration of the Governor-in-Council, and it should be stated that the Board is of opinion that the law should not be enforced at present. Consideration deferred.

CANTON.

(FROM OUR CORRESPONDENT.)

April 29th.

VICTORY'S VISIT TO KWANGSI.—H. E. Chou Fu is going to Kwangsi because the rebellion which broke out there some two years ago was not completely suppressed by the former Viceroy, and he fears that the military forces are inadequate to quell any such trouble, which is expected to swell any day into a full-scale rebellion. He is anxious to confer with H. E. Chenang, the Governor of Kwangsi, respecting the improvement of military conditions in order to be in readiness for the impending danger.

(CANTON BRIDGE BEGUN.)

The erection of the bridge across the river has begun. Boats and launches are anchoring off Hoi Chu near the two light-houses.

A DARING BURGLARY.—At about ten o'clock on the night of the 23rd instant a thief made his way into the Canton Department of the Provincial Judge's Yamen and carried off a number of valuable articles. Before climbing the wall on his way out, he threw a box over. It happened that a policeman was standing near and this alarmed him. The thief, however, succeeded in making good his escape. The two watchmen are suspected and have been handed over to the Nam Hoi Magistrate.

FUNNELS AND FLAGS.

SHIPPING CASUALTY.—The steamer *Mercedes* (2,925 tons net) attached as a collier to the British fleet now visiting Japan, went ashore on April 24th near Yokohama owing to the low tide. She was refloated next day and discharged part of her coal.

F.M.S. "MONGOLIA."—The F.M.S. *Mongolia* arrived at Kobe on April 24th, with no more damage than a few scratches on her paint. The explanation given of the accident is that she had run into shallow water to avoid a collision with a sailing vessel.

ANTWERP.

Replying to an Antwerp member of Parliament, the Prime Minister declared, after the Easter holidays the Government will present a bill for beginning work on the extension of the port of Antwerp, including the construction of the first section of the great canal dock, with two open basins. This has relieved the great anxiety prevailing in Antwerp shipping circles.

THE "SUEVIC" WRECK.—London reports on March 25th—Salvage of the White Star steamer *Suevic* cargo continues without interruption. Very large quantities of copper, wool, butter, and tallow have been got out and taken to Belmouthe. There are now good prospects of salvaging all the cargo which is now being raised from the wreck.

In view of this and of the extensive bottom damage reported by the diver, it is proposed to cut the vessel in two with dynamite across No. 3 hold, and to endeavour to save the after-portion.

JAPANESE COMPETITION.

The last word in Japanese shipping competition has certainly not been spoken, remarks a mail paper. It would appear that the *Hitchi Maru*, the new steamer of the Nippon Company, which has just paid her first visit to the port of London, is to be succeeded by some half-dozen other and larger steamers, each of 8,000 tons gross register, which are being built in Japanese yards for the same owners. These vessels will be of the same type as the *Hitchi Maru*, and will be equipped with all the latest machinery and appliances. Apart from these six ships, the Nippon Company is having a couple of somewhat smaller boats built on the Clyde. As showing the extent to which the Japanese are now independent of European aid in the navigation of vessels trading in Western waters, it may be mentioned that the captain and chief officer of the *Hitchi Maru* are the only Europeans on board in an executive capacity. The rest of the navigating officers and the engineering staff are Japanese to a man.

TRAINING OFFICERS.

Some little time since the shipowners of Liverpool agreed to take certain steps with a view to the training of officers for the mercantile marine, of whom the moment there is a considerable dearth. This idea was that of or more sailing ships, and the idea was that the vessels were to be taken from port to port, carrying and offering practical instruction. Finally, the project took a modified shape, the action being to utilise existing sailing ships for the carriage of an increased number of apprentices. The latest report is that the scheme is still in suspense, for the reason that the Government is believed to have proposed a view which may do something to increase the facilities for enabling British boys to get to sea.

MEDICAL TESTS.

In view of the early operation of the Workmen's Compensation Act, the Shipping Federation has lately introduced a scheme of medical examination for seamen. The object is to weed out men who are physically unfit for efficient service, so that crews may be composed of as far as possible of healthy and able-bodied sailors. Medical officers have been appointed at the various ports, and a similar step has been taken at Antwerp, Hamburg, and other Continental ports, where many British vessels ship crews. The scheme is not yet in full operation, but it is stated that so far the number of rejections has been inconsiderable. The sailors and firemen's union, however, is not altogether enamoured of the new departure, and argues that, as the examination may mean a reduction in the available supply of seamen, those who pass the doctor may well demand an increase of pay.

LATEST STEAMER MOVEMENTS.

The N.G.I. str. *Ischia* left Singapore for this port on 29th ult., and may be expected here on or about the 6th May.

The C.P.R. str. *Tartar* arrived in New York on Saturday, the 27th ult.

The F.R. str. *Empress of China* arrived Vancouver Sunday, the 28th ult., at 4 p.m.

The P.M.S.S. Co's str. *Siberia* arrived at San Francisco on the 28th ult.

A German journal, displaying anxiety regarding the foreign policy of the King of Great Britain, says that His Majesty is a Napoleon of the 20th century. A newspaper in Vienna says that King Edward is undermining the influence of Germany as one of the most powerful countries in Europe.

T. B. HALL & CO'S
"BOAR'S HEAD" BRAND
 LIGHT, SPARKLING
PALE ALE
 (IN PINTS AND SPLITS)
 AND
GUINNESS' STOUT
"BOAR'S HEAD" BRAND
 (IN QUARTS, PINTS AND SPLITS).
 SAMPLES ON APPLICATION.
SOLE AGENTS
H. PRICE & CO.
 WINE AND SPIRIT MERCHANTS,
 12, QUEEN'S ROAD CENTRAL.

LIVERPOOL AND HONGKONG MAIL CONTRACT.

THE

ROBINSON PIANO

CO. LTD.

TALKING

MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. [37]

these vessels should not come into calculations made for general average purposes. In case of damage no lien could be exercised on the mails. There were also a large number of clauses as of which provided for extension of the service if the General Post Office required it. Then it would be noticed that the schedule which provided for the purchase of the vessels run by the Canadian Pacific Company was altogether done away with. (Hear, hear.) The Admiralty had entirely changed their views with regard to merchant-cruisers and they were now more likely to purchase vessels in the open market than to make contracts for them as they did some years ago in the case of the *Canard* Company. The changes made in fact turned this into a new contract. No payment in respect of it had to be made during the coming financial year. So recently as January this year the Treasury wrote to the Post Office to the effect that they desired that before any payment was made the approval of the House of Commons should be obtained, and it was for that approval that they were now asking. The payments which might be made if these resolutions were agreed to would be made very largely out of savings. The service had been going on since July of last year. Up to July the vessels were running on the old contract, which did not fully expire until then. One quarter had to be paid for under the old contract, and for that provision was made in the Estimates for 1906-7 by the allocation of £17,000, and that amount had been paid over but the amount in respect of the new contract had not yet been paid, although the contractors had been pressing for payment. The payment would, of course, be retrospective, as the service secured since July last year must be paid for. His hon. friend had asked why any payment should be made in respect of this contract seeing that it was not a profitable contract. At the present time it was not a profitable postal contract, but the improvements which had taken place since July of last year led to the belief that the statistics under the old contract were not a very reliable guide to what were the possibilities under the new. So far as could be ascertained, the improvement during the first quarter of 1907 in comparison with 1906 under the old contract amounted to something like 30 per cent, and that increase might, of course, go on throughout the present year. He was sure the House would realize that the Treasury were quite prepared to limit that in dealing with this contract; there was no immediate profit to be got out of it; but, having secured a very largely accelerated service and a larger range of ports, and having made arrangements for the mails to be taken from Liverpool and taken immediately on delivery in Canada across the Canadian continent by train, they felt that they had been able to do something which might advantageously affect the whole of the mail service to China and the Far East. The contract was entered into on a temporary basis for two reasons. The first was that the Treasury were prepared to give the new terms of the contract a chance; and the second was that it was impossible to carry on the discussion of the matter purely between the General Post Office here, the Postmaster-General in Canada, and the representatives of the Canadian Pacific Railway. The Canadian Government considered that their interests were largely involved, and had pressed on the Government strongly to accede to their request that the contract should be made and given a full trial, and that, if necessary, the matter could be discussed at the Colonial Conference. The Government felt that they could not refuse that request. As they were to have the whole matter thrashed out at the Colonial Conference, and as they ventured to think that there would be increased traffic, they were justified in having a two years' contract, which would afford a means of testing the new service. The Treasury had been perfectly frank in the matter from beginning.

(Continued on page 5.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that CHIU HANG ON is no longer in our employ.

SPERRY FLOUR COMPANY.
Hongkong, 1st May 1907. 844

NOTICE.

WE have This Day taken over the business of F.M. JOHANNSEN, and will conduct same in future under the style of BUNN & BERNARDY.

Hongkong, 1st May, 1907. 845

NOTICE.

MR. F. H. KIRCHHOFF having been transferred to this Company's Shanghai Office, Mr. C. C. GOR has been appointed MANAGER of the Hongkong Office from this date.

HAMBURG-AMERIKA LINIE.

Hongkong, 1st May, 1907. 843

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and until further Notice Mr. E. C. LANE is authorized to Sign Policies of the Society for the Secretary.

By Order of the Board,
W. J. SAUNDERS, Secretary.
Hongkong, 1st May 1907. 847

CHINA TRADERS INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date and until further Notice Mr. E. C. LANE is authorized to Sign Policies of the Company for the Secretary.

By Order of the Board,
W. J. SAUNDERS, Acting Secretary.
Hongkong 1st May, 1907. 848

NOTICE.

NOTICE IS HEREBY GIVEN that we have registered our Firm as a Limited Liability Company under the Hongkong Companies Ordinance No. 1 of 1905. Mr. JAMES M. KIRK and Mr. CHARLES HENDERSON have been admitted Members of the Company and Mr. THOMAS SHAW FORESTER, Mr. HARRY VERNON HENSLY and Mr. F. J. BURNETT have been authorized to Sign on behalf of the Company Per Procuration.

JARDINE, MATHESON & CO., Ltd.
Hongkong, 1st May, 1907. 849

NOT RESPONSIBLE FOR DEBTS

NOTICE.

NOTICE IS HEREBY GIVEN that the undersigned, nor the undersigned, are responsible for any debts contracted by her crew without proper Authority.

GILMAN & CO.
Hongkong, 1st May, 1907. 850

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

NOTICE.

AN INTERIM DIVIDEND of One Shilling and Six Pence per share free of tax for account of year ending 28th February 1907, has been declared by the Directors of the above Company payable on 1st May at the Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO., Agents.

Hongkong, 1st May, 1907. 851

SS. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or S.S. "Charlotte" from Harer or S.S. "Charlotte" from Bordeaux or S.S. "Saghalien" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately at a landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee, before requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 7th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th May, or they will not be recognized. All damaged and undelivered will be examined on TUESDAY, the 7th May, at Noon.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 30th April 1907. 852

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"HOHNSAUEREN." Captain Jager, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

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Hongkong, 30th April 1907. 854

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Hongkong, 30th April 1907. 855

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No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 30th April 1907. 856

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NEW ADVERTISEMENTS

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the City Hall, Hongkong, on FRIDAY, the 31st day of May, 1907, at Noon for the purpose of considering, and if thought fit, of passing the following Resolutions:

1. That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the Shareholders of this Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from ten millions of dollars to twenty millions of dollars and also for extending the period of the operation of such Ordinance for a further period of 21 years from and including the 14th day of August, 1905, and for continuing all the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 for a further period of 21 years from and including the 14th day of August 1908.

2. That from the date of such new Ordinance coming into operation and becoming effective the Capital of the Hongkong and Shanghai Banking Corporation be increased from \$10,000,000 to \$15,000,000 by the creation of 40,000 New Shares of \$15 each to be issued at the price of \$30 on the terms after mentioned. Shareholders on the Eastern Register to pay for their allotments at the rate of £100 for each of the Company's demand Bills on London on the day the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to Shareholders in the proportion of one New Share for every two shares of which on the 31st day of May, 1907, Shareholders shall respectively be the Registered Holders, and that any New Shares not accepted by the Shareholders within the time limited by the Directors for that purpose, be disposed of, and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £30 per Share for each of the said New Shares be made as follows, viz.:—

1st instalment of £15 on the 1st day of July, 1907.

2nd and final instalment of £15 on the 1st day of October, 1907.

5. That the Directors issue to Shareholders holding shares not a multiple of two, a fractional certificate in respect of each share in excess of or below the multiple and allot one New Share to every person who shall produce two such Fractional Certificates on or before the 1st day of July, 1907, and pay the first instalment in respect thereof.

6. That after payment of the first instalment, and pending payment of the remaining instalment, Script Certificates in such form as the Directors may determine be issued in respect of such New Shares, entitling the holders on payment of the remaining instalment, and subject to such other terms as to appear on the said Script Certificates, to be registered as the owners of the Shares, respectively represented by such Script Certificates.

7. That interest at the rate of 5 per centum per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Script Certificates for such New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Reserve Fund.

For THE HONGKONG AND SHANGHAI BANKING CORPORATION,
J. E. M. SMITH,
Chief Manager.
Hongkong, 30th April, 1907. 853

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer.

FAVOURERED with instructions, will sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), at 2.30 P.M., at his Sales Room, No. 34 Queen's Rd. Central, HOUSEHOLD FURNITURE of every Description and Sundries.

A Quantity of BLACKWOOD FURNITURE and One COTTAGE PIANO by WOPKINSON in Good Order and Condition.

TERMS:—As Usual.
Hongkong, 1st May, 1907. 852

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARRATOON APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 2nd May, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 30th April, 1907. 853

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DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 30th April, 1907. 854

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Hongkong, 30th April, 1907. 855

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NEW ADVERTISEMENT

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SOER, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to) RUSSIAN GULF and BACON, also BARCHONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ISCHIA." Captain Dolero, will be despatched as above on FRIDAY, the 10th inst., at Noon.

At Hongkong the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.
Hongkong, 1st May, 1907. 4

PUBLIC COMPANIES THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, 81, Queen's Road West, Victoria, Hongkong, on TUESDAY, the 14th day of May, 1907, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 23rd February, 1907, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th April to 8th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd April, 1907. 797

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office, No. 2, Queen's Road West, Victoria, Hongkong, on TUESDAY, the 14th day of May, 1907, at 12 o'clock Noon, when the proposed Resolution which was passed at the Extraordinary General Meeting of the Company held on the 27th April, 1907, will be submitted for Confirmation as Special Resolutions:

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A" new sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, furniture, goods, wares, merchandise, chattels and effects whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in part.

Dated the 25th day of April, 1907.
By Order of the Board,
CHAU SIU KI, Secretary.
853

NOTICE. THE CHINA FIRE INSURANCE CO., LIMITED.

THE CERTIFICATES Nos. 7737/7738 dated 1st September, 1902, of the Shares No. 576/580, 14981/14985, 19336/19400, 6745/6749 and 1811/1815 in this Company, standing in the name of Mr. ARNOLD DITTMAR of Manila, have been LOST, and if at the expiration of one month from the date hereof, the above Documents be not forthcoming, other Certificates will be issued by the Company, and thereafter no other will be acknowledged.

Dated 12th April, 1907.
GEO. L. TOMLIN, Secretary.
752

INTIMATIONS NOTICE.

WE have, this day authorized Mr. ETTORRE MARCENARO to sign our Firm's name per procuration.

CARLOWITZ & CO.
Hongkong, 23rd April, 1907. 804

NOTICE OF REMOVAL. THE Undersigned has REMOVED to No. 33, QUEEN'S ROAD CENTRAL, 1st Floor, above LOCK HING'S Store.

F. X. D'ALMEIDA & CASTRO, Solicitor.
Hongkong, 29th April, 1907. 834

DEVONIAN SOCIETY. THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG HOTEL, on SATURDAY, the 4th May, at 8 P.M.

Catalogues will be issued. Members intending and Devonians wishing to be present are requested to send in their names to

M. S. NORTHCOTE, Hon. Secretary, Care of Hongkong Club.
Hongkong, 26th April, 1907. 813

YUET-HAN RAILWAY COMPANY LIMITED. NOTICE.

THE Attention of the Public is drawn to Clause No. 26, of the YUET-HAN RAILWAY COMPANY'S Regulations:

"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company."

"Chinese Subjects, who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be treated as Chinese Subjects and shall not claim the privilege of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to cancel their shares and all interest and privileges with the Company shall be withdrawn from them."

CHANG TO CHAI, President of The Yuet-Han Railway Company Ltd.
Canton, 9th April, 1907. 743

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT of Police, to sell by Public Auction, TO-DAY (WEDNESDAY), the 1st May, 1907, at 11 A.M., at Bowrington Canal (as the now lies).

THE FLOPPING FIRE ENGINE, Built of Teakwood in 1897.
Length - - - - - 60 feet.
Breadth - - - - - 12 "
Depth - - - - - 6 "

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 26th April, 1907. 822

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY), the 1st May, 1907, at 4 P.M., at Ah King's Slipway, Wanchai.

THE RACING YACHT "SPRITE." (late of the Royal Hongkong Yacht Club—One Design Class.)

Winner of the Second Royal Hongkong Yacht Club Commodore's Cup, and Yachting Committee's Cup, and having 31 points in the Races of the Club Cup, this being the highest record. She is in Splendid Condition and has two Suits of Sails, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 30th April, 1907. 830

PUBLIC AUCTION.

THE Undersigned have received instructions from the HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction, ON FRIDAY, the 3rd May, 1907, at 11 A.M., at the South-West Corner of Causeway Bay.

One STEEL PONTON 6 ft. x 40 ft. x 6 ft. 6 in. with Semi-Circular Ends AND

At Cadogan Street, Kennedy Town, About 300 cubic feet HARDWOOD in Log. One STEAM DERRICK CRANE (in pieces) built entirely of iron and steel. Working Load 5 tons at a Radius of 50 feet. Total Load 15 tons.

N.B.—Intending buyers will be conveyed by Special Tram Car from Causeway Bay to Kennedy Town.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 26th April, 1907. 832

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 3rd May, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road (Corner of Lee Shau Street).

A QUANTITY OF JAPANESE CURIOS, Comprising:—

OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, GOLD AND SILVER CLOISONNE WARE, TEA SETS, LACQUERED WARE, SILK EMBROIDERIES, OLD BRONZES, WALL HANGINGS, KAKEMONOS, IVORY ORNAMENTS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 30th April, 1907. 840

PUBLIC AUCTION.

THE Undersigned have received instructions from A. FUCHS, Esq., to sell by Public Auction, ON SATURDAY, the 4th May, 1907, at 2.30 P.M., within his Residence "CRASSIDE," 130, Barker Road, the Peak.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising:—

TEAKWOOD HATSTAND, SILK-COVERED DRAWING ROOM SUITE, CARPETS, EXTENSION DINING TABLE and CHAIRS, SIDEBBOARD and PINNER WAGGON GLASS and CROCKERY WARE, TEAKWOOD WRITING TABLE and BOOK-CASE, DOUBLE and SINGLE BRASSMOUNTED BED STEADS with WIRE and HAIR MATTRESSES, CHILDREN'S IRON COTS and BEDDING, WARDROBES, DRESSING TABLE with BEVELLED GLASS, MARBLE-TOP WASHSTAND, RATTAN CHAIRS and TABLES, COOKING UTENSILS, &c., &c., &c.

Also One COTTAGE PIANO (in perfect order), One CHILDREN'S TRICYCLE, A quantity of PLANTS in POTS; AND

Two MOUNTAIN CHAIRS. Catalogues will be issued. On view on Friday, the 3rd May in the afternoon.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 29th April, 1907. 836

REGULAR

HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTRÊME ORIENT.

S.S. "PAUL BEAU" 1,900 tons, 14 knots. S.S. "CHARLES HARDOUIN" 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 P.M. (Saturdays Excepted). Departure from Canton at 5.15 P.M. (Sundays Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station). For further particulars, please apply to E. PASQUET & CO., Canton Agents. BARRETTO & CO., Agents.
Hongkong, 1st April, 1907. 688

TO LET

TO LET.

IMMEDIATE POSSESSION. WELLBURN, No. 81 the PEAK. Apply to—

JAVA-CH

SHIPPING.

ARRIVALS.

ARRATOON APCAR, British str., 2,931, A. Stewart, 30th April. Calcutta and Straits 15th April. General David Sassoon & Co., Ltd.

BRIGAVIA, German str., 4,386, Hildebrand, 29th April. Amoy 28th April, General Hamburg-Amerika Linie.

CORTIC, British str., 2,744, A. Dixon, 30th April. San Francisco 2nd April. Mails and General O. & Co.

FAHANG, British str., 1,410, Malkin, 30th April. Swatow 29th April. Jardine, Matheson & Co.

HAICHING, British str., 1,367, A. E. Hodgins, 30th April. Coast Ports 27th April, General — Douglas, Lapraik & Co.

HOKENSTAUEN, German str., 3,075, F. Jaeger, 30th April. Hamburg and Singapore 21st March. General — Hamburg-Amerika Linie.

KENT, British cruiser, 9,000, De Horsey, 30th April. — Heimsen.

KIOYU MARU, Japanese str., 1,495, S. Senaka, 30th April. Saigon 15th April, Paddy & Cotton — Paddy & Cotton.

KOWLOON, German str., 2,325, H. Stahr, 29th April. Mororan (Japan) 21st April. Coals — Hamburg-Amerika Linie.

KWITANG, British str., 1,490, Dowson, 30th April. Newchwang and Chefoo 25th April. General — Butterfield & Swire.

THUYEN, French str., 1,799, Bouissier, 30th April. Saigon 26th April. Rice — Breda & Co.

TOURANE, French str., 1,404, G. Lanchon, 29th April. — Mercuries Maritimes.

WUHU, British str., 1,227, Ogden, 29th April. — Saigon 26th April. Rice — Butterfield & Swire.

CLEARANCES.

30th April.

Delavaria, German str., for Singapore.

Fukushima, Japanese str., for Swatow.

Glenfarg, British str., for Calcutta.

Kakui, German str., for Swatow.

Kasato Maru, Japanese str., for Singapore.

Taiyuan, British str., for Saigon.

DEPARTURES.

30th April.

Chipping, British str., for Canton.

Ching, Chinese str., for Shanghai.

Ching, German str., for Hainan.

Hiboy, German str., for Surabaya.

Jacob Dietrichsen, German str., for Heilbronn.

Kaga Maru, Japanese str., for Shanghai.

Keenan, British str., for Shanghai.

Lansing, British str., for Singapore.

Laudat Schier, German str., for Bangkok.

Namur, German str., for Moji.

Shani, British str., for Swatow.

Thun, British str., for Manila.

Touane, French str., for Shanghai.

Villa de la Ciudad, French str., for Europe.

SHIPPING REPORTS.

The British str. Arratoon APCAR reports: Fine weather from port to port.

The British str. Rubi reports: Fine weather with light winds with smooth sea.

The German str. Kowloon reports: Strong Easterly winds and sea during the voyage.

The British str. Fanning reports: Light to moderate southerly winds with overcast sky and moderate sea.

The British str. Haiching reports: Fine weather light variable winds overcast hazy and some fog. Brick S.W. wind and showers from Breaker Point to port.

VESSELS IN DOCK.

April 30th.

AMERICAN DOCKS.—

Kowloon Dock.—Sawyer, Z. Y. So, de Aldeco, Tjalling, Empress of India, Y. Saito, Hongkong, Amiral Beunand, Benamur, Germania, Providence.

CORROPIAN DOCKS.—Chinghai.

VESSELS ON THE BERTH

ENG HOK FONG S.S. CO.

THE Steamer

"POWHATAN."

Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, TO-MORROW, 2nd May, 1907.

For Freight or Passage, apply to

ENG HOK FONG & CO.,

27, Des Voeux Road Central,

Hongkong, 30th April, 1907. 710

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above Ports on FRIDAY, the 3rd May, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, 29th April, 1907. 638

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

will be despatched to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"KASATO MARU" 6,100 ... Middle of May.

"GLENFARG" 4,000 ... Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A fully qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,

York Building,

Hongkong, 15th April, 1907. 10

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 80 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 26th January, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL	ARADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 4th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	SALAMIS	Brit. str.	—	A. L. Valentini	MELCHERS & CO.	On 14th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, & C.	DOROTHY	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 8th inst.
MARSEILLES, HAVRE, ANTWERP & HAMBURG	SENGAMBA	Ger. str.	k. w.	E. Malchow	MELCHERS & CO.	About 10th inst.
REMFEN, VIA PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, & C.	BRISGAVIA	Ger. str.	k. w.	Girtenhau	MELCHERS & CO.	On 8th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, & C.	SEGROVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 17th inst.
NAPLES, LONDON, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 14th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HOKENSTAUEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 3rd inst.
DURBAN	HELIOPOLIS	Brit. str.	—	Kelley	GIBB, LIVINGSTON & CO.	On 29th inst.
NEW YORK	MONTROSE	Am. str.	—	R. Glegg	DODWELL & CO., LD.	About 15th inst.
NEW YORK	NORMAN PRINCE	Am. str.	—	Barrett	ARNHOLD, KARBURG & CO.	On 16th inst.
SAN FRANCISCO	ATHENIAN	Brit. str.	1 m.	Cooper	SHEWAN, TOMES & CO.	About 12th inst.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF INDIA	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 4th inst., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 9th inst., at 4 P.M.
CALLAO, IQUIQUE, VIA JAPAN PORTS, & C.	KASATO MARU	Jap. str.	—	W. F. Turner	DODWELL & CO., LTD.	On 8th inst.
SAMANA CRUZ, MEXICO, VIA MOJI, JAPAN	POWHATAN	Brit. str.	—	W. F. Turner	TOYO KISEN KAISHA	To-morrow.
SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	SUISANG	Brit. str.	—	W. F. Turner	CHINA COMMERCIAL S.S. CO.	On 4th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	CHINGTUA	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 23rd inst., at Noon.
JAPAN	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	About 3rd inst.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	TSINGTAO	Ger. str.	—	Pauley	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHEFOO & NEWCHWANG	KWITANG	Brit. str.	1 m.	Dorward	HAMBURG-AMERIKA LINIE	On 10th inst.
CHINKIANG	CHINKIANG	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	On 7th inst., at 4 P.M.
CHIPPING	CHIPPING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO.	On 3rd inst., at 4 P.M.
WEIHAIWEI & TIENSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NINGPO & SHANGHAI	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	RHENSTAUEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, MOJI, & C.	ARRATOON APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & CO., LD.	On 3rd inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	To-morrow, at 4 P.M.
SHANGHAI	HINSANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	KITANG	Brit. str.	1 m.	Wavell	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SEGROVIA	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	About 7th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GRUBENAU	Ger. str.	—	G. Balte	MELCHERS & CO.	On 6th inst.
SHANGHAI	SHAHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	About 8th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 11th inst., at 3 P.M.
SHANGHAI	HANGCHOW	Brit. str.	1 m.	Mawley	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SAN DOMINGO	Dan. str.	—	—	MELCHERS & CO.	About 20th inst.
TAKAO VIA SWATOW, AMOY & ANPING	FUKUSHU MARU	Jap. str.	—	T. Ito	OSAKA SHOSHUN KAISHA	To-day, at 8 A.M.
TAMATEI VIA SWATOW & AMOY	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHUN KAISHA	On 5th inst., at 9 A.M.
SWATOW, AMOY & FOCHOW	HACHING	Brit. str.	—	A. E. Hodgins	DOUGLAS, LAPRAIK & CO.	On 3rd inst., at 10 A.M.
MANILA	YUENSANG	Brit. str.	—	T. Mayhew	JARDINE, MATHESON & CO.	On 3rd inst., at 4 P.M.
MANILA VIA AMOY	RUEI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 3rd inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. W. Osterlidge	BUTTERFIELD & SWIRE	On 14th inst., at Noon.
SINGAPORE, SAMARANG & SOERABAYA	ZAFIRO	Brit. str.	—	A. Fraser	SHEWAN, TOMES & CO.	On 14th inst., at 4 P.M.
CEBU & ILOILO	FAUSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO.	On 3rd inst., at 3 P.M.
KUPAT & SANDAKAN	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 3rd inst., at 4 P.M.
HAIPHONG	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & CO.	On 4th inst., at 9 A.M.
BOMBAY VIA SINGAPORE & PENANG	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
	ISCHIA	Ital. str.	—	Dodero	CARLOWITZ & CO.	On 10th inst., at Noon.

EAST ASIATIC CO., LTD., HAMBURG-AMERIKA LINIE.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	"SIAM" ...	About 7th May
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"DOROTHY" ...	About 10th May
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"SIAM" ...	About 10th June
SHANGHAI, YOKOHAMA & KOBE	"SAN DOMINGO" ...	About 20th May
COPENHAGEN and ST. PETERSBURG	"PETRONIA" ...	About 15th June
YOKOHAMA & KOBE	"KITAI" ...	About 20th June

For Further Particulars, apply to

Hongkong, 1st May, 1907.

MELCHERS & CO.,

AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
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RUEI ... 2540 R. W. Almond. Manila via Amoy On 3rd May, 4 P.M.

ZAFIRO ... 2540 A. Fraser. Manila. On 11th May, Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 29th April, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 4th March, 1907. 16

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
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TIENSIN ... "CHIPPING" ... Thursday, 2nd May, 4 P.M.

SHANGHAI ... "HINSANG" ... Thursday, 2nd May, 4 P.M.

MANILA ... "YUENSANG" ... Friday, 3rd May, 4 P.M.

SINGAPORE, SAMARANG and SOERABAYA ... "FAUSANG" ... Thursday, 3rd May, 5 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Hongkong, 1st May, 1907. 18

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOKENSTAUEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. The steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOKENSTAUEN ... 1st May

SILESIA ... 2nd June

SCANDIA ... 2nd July

HABSBURG ... 1st August

RHENANIA ... 1st September

HOKENSTAUEN ... 1st October

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE & HAMBURG

* RHENANIA ... 3rd May

HOKENSTAUEN ... 29th May

SILESIA ... 12th July

SCANDIA ... 5th August

HABSBURG ... 6th September

* Calls at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

HOKENSTAUEN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st May

SEGROVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 6th May

C. FERD. LAESZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th May

AMBRIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th May

NEXT SAILINGS HOMEWARD:

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OROKO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

RHENANIA ... NAPLES, LISBON, PLYMOUTH, HAVRE & H'BURG ... 3rd May

BRISGAVIA ... HARVE, BREMEN & HAMBURG ... 17th May

SENGAMBA ... MARSEILLES, HAVRE, ANTWERP & HAMBURG ... 20th May

HOKENSTAUEN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 29th May

SEGROVIA ... HAVRE & HAMBURG ... 14th June

COAST SERVICE.

KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 10th May

Freight and Passengers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
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SHAWMUT ... 9,606 E. V. Roberts ... On 8th May

TREMONT ... 9,606 T. W. Garlick ... On 28th May

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	DEVANHA Capt. J. D. Andrews	4 P.M. 2nd May	Freight and Passage.
LONDON, &c., via SUEZ, PANAMA, COLON, and YOKOHAMA	ARCADIA Capt. A. L. Valentini	Noon, 4th May	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA Capt. E. W. Bruce	About 8th May	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	NUBIA Capt. F. J. Fox	About 11th May	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 3th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HAIPHONG, NINGPO and SHANGHAI	YINGCHOW	On 2nd May, 10 A.M.
CHINKIANG	CHINKIANG	On 2nd May, 4 P.M.
WEIHAIWEI and TIENTSIN	HUGHOW	On 3rd May, 4 P.M.
SHANGHAI	KIUKIANG	On 4th May, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 6th May, 4 P.M.
MANILA	TAMING	On 7th May, 4 P.M.
CHEFOO and NEWCHOW	KWEIYANG	On 7th May, 4 P.M.
CHEFOO and ILOILO	KAIFONG	On 10th May, 4 P.M.
SHANGHAI	SHAOHSING	On 11th May, 4 P.M.
SHANGHAI	HANGHOU	On 13th May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified
Sergeant is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and
other
Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st May, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

The only Line that maintains a Regular Schedule Service of under
11 days across the Pacific to the "EXPRESS LINE," saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration.)	
	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S.			
"ATHLETIAN".....	3,882	WEDNESDAY, 1st May	25th May
"EMPEROR OF INDIA".....	6,000	THURSDAY, 2nd May	27th May
"EMPEROR OF INDIA".....	6,000	WEDNESDAY 22nd May	15th June
"CONQUESTABLE".....	6,000	THURSDAY, 6th June	24th June
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, 19th June	13th July
"TARTAR".....	4,425	THURSDAY, 4th July	22nd July
"EMPEROR OF CHINA".....	6,000		

POST OFFICE NOTICES.

The *Donkwa*, with the English mail of the 5th April, left Singapore on Saturday, the 27th April, at 8 a.m., and may be expected here at 6 a.m. to-morrow. This packet brings replies to letters despatched from Hongkong on the 14th March, and the parcel mails closed in London for despatch by the all sea route on the night of the 27th of March, and for despatch overland on the early morning of the 3rd April.

FOR	PER	DATE
Swatow, Singapore and Bangkok	Patchaburi	Wednesday, 1st, 8.00 A.M.
Swatow and Bangkok	Paklat	Wednesday, 1st, 8.00 A.M.
Haiphong	Hanoi	Wednesday, 1st, 9.00 A.M.
Samarang	Shantung	Wednesday, 1st, 11.00 A.M.
Swatow and Bangkok	Chilka	Wednesday, 1st, 11.00 A.M.
Swatow	Sui Tai	Wednesday, 1st, 1.15 P.M.
Shanghai, Yokohama, and Kobe	Hokkaido	Wednesday, 1st, 3.00 P.M.
Haiphong	Tientsin	Wednesday, 1st, 3.00 P.M.
Haiphong and Pakhoi	Haitou	Wednesday, 1st, 3.00 P.M.
Haiphong	Singapore	Thursday, 2nd, 9.00 A.M.
Macao	Sui Tai	Thursday, 2nd, 1.15 P.M.
Moji, Salina, Luzon and Mexico	Poukalan	Thursday, 2nd, 2.00 P.M.
Ningpo and Shanghai	Yungchow	Thursday, 2nd, 3.00 P.M.
Shanghai	Huachu	Thursday, 2nd, 3.00 P.M.
Tientsin, Amoy and Fuzhou	Chipping	Thursday, 2nd, 3.00 P.M.
Singapore, Penang and Colombo	Huachu	Friday, 3rd, 9.00 A.M.
Macao	Sui Tai	Friday, 3rd, 1.15 P.M.
Singapore, Samarang and Soerabaya	Fuzhou	Friday, 3rd, 2.00 P.M.
Chinking	Chinking	Friday, 3rd, 3.00 P.M.
Weihaiwei and Tientsin	Huachu	Friday, 3rd, 3.00 P.M.
Amoy and Manila	Bali	Friday, 3rd, 3.00 P.M.
Manila	Yungchow	Friday, 3rd, 3.00 P.M.
Kobe and Yokohama	Huachu	Friday, 3rd, 3.00 P.M.
Kuala and Sandakan	Borneo	Saturday, 4th, 8.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.
Extra Postage 10 cents.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail.)
Extra Postage 10 cents.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed at 5 p.m. on Friday, the 3rd May.

Macao
Shanghai
Manila, Zamboanga, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville
Brisbane, Sydney, Hobart, Launceston
New Zealand, Melbourne, Adelaide, and
Perth, Fremantle
Chokeo and Newchwang
Manila

THE BEST THE BREWERS BREW WHEELER'S GUINNESS' STOUT

SAME AS SUPPLIED TO HIS MAJESTY THE KING.

PER CASE OF 8 DOZ. PINTS - - - \$21.00

PER DOZEN - - - - - \$2.75

SOLE AGENTS—

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 20th March, 1907.

TO-DAY.

Sale, Floating Fire Engine, at Bowington Canal, Messrs. Hughes & Hough, 11 a.m.
Sale, Race Yacht "Sprite," at Ah Kien's Slipway, Wanchai, Messrs. Hughes & Hough, 4 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

April 30th	April 30th
Bank Bills, on demand	2.11
Bank Bills, at 30 days sight	2.11
Bank Bills, at 4 months sight	2.11
Credit, at 4 months sight	2.11
Documentary Bills, at 4 months sight	2.11
Bank Bills, on demand	2.09
Credit, at 4 months sight	2.09
Bank Bills, on demand	2.10
Bank Bills, on demand	2.10
Credit, 60 days sight	2.10
Bank Bills, on demand	1.50
Bank Bills, on demand	1.50
Bank, on demand	1.50
Bank, at right	7.21
Private, 30 days sight	7.21
ON YOKOHAMA—On demand	10.14
ON MANILA—On demand—Tues.	10.14
ON SINGAPORE—On demand	10.14
ON BATAVIA—On demand	10.14
ON HAIPHONG—On demand	10.14
ON SAIGON—On demand	10.14
ON BANGKOK—On demand	10.14
SOVEREIGNS, Bank's Buying Rate	\$8.25
GOLD LION, 100 fine, per tael	\$48.90
BAR. SILVER, per oz.	30.1

OPTIM.

April 30th	per picul
Malwa New	3860
Malwa Old	3900
Malwa Y. Old	3979
Perian fine quality	3900
Perian extra fine	3700
Patna New	3927
Patna Old	3905
Benares New	3905
Benares Old	3905

JOINT STOCK SHARES.

COMPANY.	PAID UP	QUOTATIONS.
Alhambra	Pa. 200	\$120.
Hongkong & Shanghai	\$125	\$155, sales
National B. of China	40	\$51.
Sell's Asbestos E. A.	125. 6d.	\$7, sellers
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$12	\$11, sellers
China Provident	\$10	\$9, sellers
Cotton Mill		
Ewo	Pa. 50	The Cl.
Hongkong	\$10	\$111, sellers
International	Ts. 75	Ts. 57
Long Kong Mow	Ts. 100	Ts. 8
Soyabco	Ts. 30	Ts. 37.
Dairy Farm	\$8	\$12, buyers
Docks and Wharves		
H. & W. Dock	\$50	\$55, sales
New Amoy Dock	\$50	\$117, buyers
Shanghai Dock	Ts. 100	Ts. 85
Shai & H. Wharf	Ts. 100	Ts. 217.
Kewick & Co. Geo.	\$25	\$15, sales
Green Island Cement	\$10	\$19, sellers
Hongkong & C. Gas	\$20	\$175, buyers
Hongkong Electric	\$10	\$10
Hongkong Hotel Co	\$50	\$118.
Hongkong Ice Co	\$25	\$240.
Hongkong Rope Co.	\$10	\$20, buyers
Insurance		
Canton	\$50	\$123, sellers
China Fire	\$20	\$5, sellers
China Traders	\$25	\$37.
Hongkong Fire	\$50	\$230.
North China	\$5	\$18. 80, sellers
Union	\$100	\$170, buyers
Yankee	\$50	\$170, buyers
Land and Building		
Hongkong Land	\$100	\$105.
Hongkong Land	\$10	\$11, sellers
Kowloon Land & B.	\$50	\$57, sales & sel.
Shanghai Land	Ts. 50	Ts. 50
WestPoint Building	\$50	\$49, sellers
Mining		
Charbonnages	For 250	\$45, buyers
Huachu	10/10	\$7, buyers
Peak Tramway	\$10	\$11, buyers
Shanghai Co.	\$10	\$6.
Refineries		
China Sugar	\$100	\$118, buyers
Luzon Sugar	\$100	\$11, sellers
Steamship Companies		
China and Malacca	\$25	\$161, sellers
Douglas Steamship	\$50	\$38, buyers
H. Canton & M.	\$15	\$129, buyers
Indo-China S.N. Co.	\$20	\$71, sales
Shanghai Ferry	\$10	\$30, sales
Star Ferry	\$10	\$10, sales
Do, New	\$5	\$10, sales
South China M. Post	\$25	\$25.
Steam Laundry Co.	\$5	\$7, sales & buy.
Stores & Dispensaries		
Campbell, M. & Co	\$10	\$20, sellers
Powell & Co, Wm.	\$10	\$8, sellers
Watkins	\$10	\$31.
Watson & Co, A. S.	\$10	\$124, sellers
United Asbestos	\$4	\$10, buyers
Do, Founders	\$10	\$10.
Union Waterboat Co	\$10	\$11.

VERNON & SMYTH.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The F. & N. str. *Eastern* left Manila on 30th ult., and is due here to-morrow.
THE CANADIAN MAIL.
The C.P.R. str. *Athenian* arrived Shanghai on Saturday, the 27th ult., at 1 p.m., and left again at midnight same day for Hongkong where she is due to-day, at 6 a.m.
The C.P.R. str. *Enryose* left Van-couver for Hongkong, via usual ports of Call, on Thursday, the 18th ult.
The C.P.R. str. *Monteagle* arrived Shanghai on Monday, 29th ult., at 8 a.m., and left again at 6 a.m. Tuesday, for Hongkong where she is due on Friday, the 3rd May, at 8 a.m.
THE ENGLISH MAIL.
The P. & O. str. *Despatch* left Singapore for this port on the 27th ult., at 8 a.m., with the outward English Mail, and is due here to-morrow, at 6 a.m.
THE GERMAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Manila on Monday night, the 26th ult., and may be expected here to-morrow, a.m.
The I.G.M. str. *P. E. Friedrich* left Kobe via Nagasaki and Shanghai on Sunday, the 28th ult., p.m., and may be expected here on or about 7th May.
The I.G.M. str. *Griener* carrying the German Mails with dates from Berlin of the 9th ult., left Colombo on Sunday, the 28th ult., p.m., and may be expected here on or about Thursday, the 9th of May, a.m.
THE INDIAN MAIL.
The Indo-China str. *Namanga* from Calcutta and the Straits left Singapore for this port on 28th ult., at 6 a.m.
MERCHANT STEAMERS.
The Glen Line str. *Gleanora* left Singapore on 26th ult., at morning, and may be expected to arrive here to-day.
The G. N. S.S. Co's str. *Minacosta* left Shanghai for this port on the 25th ult., 9 a.m., and is expected here to-morrow, a.m.
The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 26th ult., and is expected here to-morrow.
The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Kobe for this port via Meiji on the 25th ult., and is expected here to-morrow.
The H.A.L. str. *Rheana* left Shanghai via Keelung on 28th ult., and may be expected here to-morrow.
The Ben Line str. *Benedict* from Antwerp and London left Singapore on 26th ult., for this port.
The N.Y.K. str. *Tosa Maru* (American Line) left Kobe for this port via Meiji and Shanghai on the 26th ult., and is expected here on the 5th May.
The East Asiatic Co's str. *Stam* left Sabang on Saturday, the 27th ult., and may be expected here on or about the 6th May.
The T.K. str. *Hongkong Maru* will sail from Yokohama on the 1st May, and will therefore be due at this port on the 10th May.

STEAMERS PASSED THE CANAL.

April 5th—*Hitachi Maru*, *Prometheus*, *Hohenstaufen*, *Sambia*, *Siam*, *Torane*, *Gibraltar*, *Sandholm*, 9th—*Indra*, *Teppoo*, 12th—*Aleut*, *Nubia*, *Segovia*, 15th—*Austria*, *Renomada*, *Cardiganensis*, *Macedonia*, *Marina*, *Somalia*, *Kanagawa*, *Monmouth*, *Brace*, *Kintuck*, *Myra*, *Monmouth*, *Sachsen*, *Teuer*, *Handrich*, 16th—*C. Ford*, *Laure*, *Ernest Simons*, *Manila*, *Monmouth*, *Shiraka*, *Bootsa*, *Tenaka*, *Aberlour*, *Myon*.
ARRIVALS AT HOME.
April 27th—*Saxonia*, *Hudson*, *Prinz Ludwig*.

SHIPPING IN PORT.

STEAMERS.
AMOI, German str., 663, Plambeck, 28th April—Tourane, 24th April—Sander, Weiler & Co.
ANGHIN, German str., 1,001, Chr. Kumpel, 6th April—Bangkok 17th April, Rice—Butterfield & Swire.
BONNEO, German str., 1,344, Sembil, 26th April—Sandakan 20th April, Timber—Melchers & Co.
CAMITA, Belgian str., 2,903, W. C. Steele, 29th April—Fochow 27th April, General—Gibb Livingston & Co.
CHIDAR, Norwegian str., 1,102, A. Augensen, 24th April—Bangkok, 16th April, General—Nippon Yusen Kaisha.
CHINKANG, British str., 1,229, Robertson, 22nd April—Saigon 18th April, Rice—Butterfield & Swire.
CHISHAM, British str., 1,199, Frank Mooney, 27th April—Tientsin 22nd April, General—Jardine, Matheson & Co.
DORIS, British str., 1,975, Harry Gankroger, 27th April—Manila 25th April, Mails & General—O. & O. S. N. Co.
EMPRESS OF INDIA, British str., 3,032, E. Beatham, 8th April—Vancouver B. C. 14th Macc, Flour and General—O. P. R. Co.
FUKUSHI MARU, Japanese str., 1,473, T. Itow, 27th April—Swatow 26th April, General—Osaka Shosen Kaisha.
GERMANIA, German str., 1,009, H. Plingel, 24th April—Sydney 14th April, Copra—Siemssen & Co.
GLENAFFRIC, British str., 2,658, John Craig, 22nd April—Cardiff 12th March, Coal—Doddwell & Co.
HADAM, French str., 377, L. Anderson, 29th April—Pakhoi and Hoikow 26th and 28th April, General—A. R. Marty.
HAKOI, French str., 781, Morlee, 21st April—Haiphong and Hoikow 18th April, General—A. R. Marty.
HINANG, British str., 1,537, Wald, 25th April—Hongay 25th April, Coal—Jardine, Matheson & Co.
H. C. CHOW, British str., 1,217, E. Forst, 28th April—Tientsin 22nd April, General—Butterfield & Swire.
KILKERRAN, British str., 2,433, T. Smith, 27th April—Antwerp 12th March, General—M. M. & Co.
KWANGLOO, Chinese str., 1,648, R. Lincoln, 27th April—Shanghai 24th April, General—Chinese.
LAERTES, British str., 1,240, J. Jackson, 20th April—Saigon 16th April, General—Chinese.
NORSEMAN, British yacht, 189, A. S. Gibb, R.N.R. 24th April—Kobe 18th April, General—Nippon Yusen Kaisha.
OMURO MARU, Japanese str., 1,774, A. Komatsu, 23rd April—Saigon undecided, Rice—Wallen & Co.
PAKLAT, German str., 1,018, H. Demes, 24th April—Bangkok 16th April, Rice—Order—Timber—Melchers & Co.
PETCHAMERI, German str., 1,373, Wolff, 24th April—Bangkok 16th April, Rice and General—Timber—Melchers & Co.
PROVIDENCE, Norwegian str., 693, C. Cornelsen, 28th April—Haiphong and Hoikow 25th April, General—A. R. Marty.
QUARTA, German str., 1,145, H. Mysden, 26th April—Saigon 22nd April, General—Chinese.
RUBI, British str., 1,611, R. W. Almond, 29th April—Manila 6th April, General—Shewan, Tomes & Co.
SAMSES, German str., 1,638, F. Schmetz, 29th April—Bangkok 21st April, Rice & Wood—Butterfield & Swire.
SANUKI MARU, Japanese str., 379, S. J. G. Parsons, 29th April—Shanghai 26th April, General—Nippon Yusen Kaisha.
SINGAN, British str., 1,948, Jamson, 24th April—Shanghai and Nippon 21st April, General—Butterfield & Swire.
SUIMANG, British str., 1,769, W. E. Saver, 29th April—Saigon 23rd April, Rice—Order.
TAIWAN, British str., 1,040, J. A. Martin, 21st April—Saigon 17th April, General—Chinese.
TERRIN O MARU, Jap. str., 3,500, N. Katsunaga, 26th April—Moji 26th April, Coal—Osaka Shosen Kaisha.
TRICUMPH, German str., 678, T. C. Hansen, 29th April—Haiphong 25th and Hoikow 24th April, General—Jardine & Co.
TWEEDFAR, British str., 1,473, W. Haslewood, 27th April—Fremantle Island 23rd Feb., Landward—Gillman & Co.
YINGARA, Brit. str., 2,484, T. C. N. Thompson, R.N.R. 27th April—Xin Island 17th April, Phosphate—Bradley & Co.
YINGCHOW, British str., 1,216, Frazier, 27th April—Shanghai 23rd April, General—Butterfield & Swire.
YUENSI, British str., 1,510, Meyrick, 29th April—Manila 26th April, General—Jardine, Matheson & Co.

HONGKONG TIDE TABLE.

From May 1st to 7th, 1907.
To correct Zone Time add 28 min. and 19 sec.

Hour	Water	Low Water
Month	Mean Time	Mean Time
Wed. 1	h. m. 11 9	h. m. 4 2
Thurs. 2	h. m. 10 59	h. m. 3 52
Fri. 3	h. m. 10 58	h. m. 3 22
Sat. 4	h. m. 10 57	h. m. 2 52
Sun. 5	h. m. 10 56	h. m. 2 22
Mon. 6	h. m. 10 55	h. m. 1 52
Tues. 7	h. m. 10 54	h. m. 1 22

HONGKONG METEOROLOGICAL REGISTER.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67

MESSRS. FALCONER & CO.'S REGISTER.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67
22.65	29.69	29.67

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "FATSHAN," 2,338 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,995 tons, Captain B. Branch.
S.S. "HEUNGSHAN," 1,995 tons, Captain R. D. Thomas.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m.
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday, at 9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5.30 p.m.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
S.S. "SUI-TAI," 1,651 tons, Captain G. F. Morrison.
Departures from Hongkong to Macao on week days at 7.30 a.m. from Douglas Wharf & at 2 p.m. from the Company's Wharf. On SUNDAYS SPECIAL CHEAP EXCURSIONS leaving Hongkong at 9 a.m. from Douglas Wharf & from Macao at 5 p.m.
The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilton.
S.S. "NANNING," 569 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about 5 days.
These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel;
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & CO.
Hongkong, 13th August, 1906.

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905 £17,837,119.
I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... £2,750,000
PAID-UP CAPITAL... £87,500 0 0
FUND FUNDS... £3,887,739 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO., Agents.
Hongkong, 27th April, 1907. 1349

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. 114

HONGKONG BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO.
Auctioneer. Commissions solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.